

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 06/18/1990

DEN89FA056		01/05/1989		ASPEN, CO		Aircraft Reg No. N945FE		Time (Local): 07:39 MST	
File No. 47									
Make/Model: CESSNA / 208B						Fatal		Serious	
Engine Make/Model: P&W / PT6A-114						Crew		0	
Aircraft Damage: Destroyed						Pass		0	
Number of Engines: 1								1	
Operating Certificate(s): On-demand Air Taxi									
Name of Carrier: P. M. AIR, INC.									
Type of Flight Operation: Non-scheduled; Domestic; Cargo									
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter									
Last Depart. Point: DENVER , CO						Condition of Light: Dawn			
Destination: Same as Accident/Incident Location						Weather Info Src: Weather Observation Facility			
Airport Proximity: Off Airport/Airstrip						Basic Weather: Instrument Conditions			
						Lowest Ceiling: 900 Ft. AGL, Obscured			
						Visibility: 3.00 SM			
						Wind Dir/Speed: Calm			
						Temperature (°C): -1			
						Obstr to Vision: None			
						Precipitation: Snow			
Pilot-in-Command		Age: 33				Flight Time (Hours)			
Certificate(s)/Rating(s)						Total All Aircraft: 5347			
Commercial; Multi-engine Land; Single-engine Land						Last 90 Days: Unk/Nr			
Instrument Ratings						Total Make/Model: 322			
Airplane						Total Instrument Time: 200			

PLT SAID HE ENCOUNTERED SEVERE TO EXTREME TURBULENCE UPON REACHING MISSED APCH POINT AND FELT ACFT MIGHT STALL IF HE BEGAN IMMEDIATE RIGHT TURN AS CALLED FOR IN MISSED APCH PROCEDURE. PLT SAID HE MADE LEFT TURN AT 15 DME (MISSED APCH POINT IS AT 11.5 DME) BECAUSE THERE WAS HIGHER TERRAIN TO RIGHT. ACFT COLLIDED WITH TREES ON MOUNTAIN 3 MI EAST OF ARPT. WX ANALYSIS INDICATED POTENTIAL FOR LIGHT TO MODERATE TURBULENCE BUT NOT SEVERE TO EXTREME TURBULENCE. PLTS LANDING AND DEPARTING ARPT PRIOR TO AND AFTER ACCIDENT REPORTED LIGHT TO MODERATE CHOP. RADAR SHOWED ACFT SPEED AT 183.1 KTS BETWEEN IAF AND FAF. BETWEEN FAF AND MISSED APCH POINT, ACFT SPEED WAS 95.7 KTS. PLT SAID HE REFERRED TO CURRENT COMMERCIAL INSTRUMENT APCH CHART WHILE EXECUTING APCH. ONLY OBSOLETE GOVERNMENT INSTRUMENT APCH BOOK WAS FOUND IN ACFT. RADIOS WERE NOT TUNED TO MISSED APCH NAVAIDS. PLT-RATED PAX SAID PLT PANICKED AFTER ENCOUNTERING TURBULENCE.

Brief of Accident (Continued)

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ASPEN, CO

Aircraft Reg No. N945FE

Time (Local): 07:39 MST

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: MISSED APPROACH (IFR)

Findings

1. (F) WEATHER CONDITION - TURBULENCE IN CLOUDS
 2. (F) WEATHER CONDITION - LOW CEILING
 3. (F) WEATHER CONDITION - OBSCURATION
 4. (F) WEATHER CONDITION - SNOW
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Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: MISSED APPROACH (IFR)

Findings

5. (C) IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. OBJECT - TREE(S)

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

PILOT'S IMPROPER IFR PROCEDURE. CONTRIBUTING FACTORS INCLUDED MODERATE TURBULENCE, LOW CEILINGS, OBSCURATION AND SNOW.